

HB

176

Alaska State Legislature

Representative Peggy Wilson

House District 2

Putting Alaska's Families First

MEMORANDUM

DATE: April 2, 2007

TO: Representative Craig Johnson, Co-chair
Representative Carl Gatto, Co-chair
House Resources Committee

FROM: Representative Peggy Wilson, Chair ^{PW}
House Health Education and Social Services Committee

SUBJ: House Bill 176 – Committee Substitute Explanation

Thank you for scheduling House Bill 176 before the House Resources Committee. I have attached a blank CS intended for HB 176 and would appreciate the committee's due consideration. This work draft is numbered as: 25-LS00181\E (Drafter: Bullock)

In the process of reviewing this bill as drafted, the Department of Natural Resources determined that the description of the parcels involved for the establishment of the park needed further clarification.

This draft reflects those recommendations of the department. In the draft CS, Page 2, Line 9, the following was added: The following lots located within United States Survey 3926:

Also in the draft CS, Page 2, Line 12 – 14, the following was added in this order:

That portion of Lot 90 within Section 2

Lot 91

Lot 92

And finally, Page 3, Line 12, added the following: That portion of Lot 90 within Section 3, while deleting the original language of Lot 90, Lot 91, and Lot 92 respectfully on this same page.

Department personnel will either be at the committee meeting or online to answer any questions concerning these changes.

If you or any members of the committee have any additional questions, please contact my staff at 465-3824.

25-LS0181VE

Bellock

3/28/07

CS FOR HOUSE BILL NO. 176()

IN THE LEGISLATURE OF THE STATE OF ALASKA

TWENTY-FIFTH LEGISLATURE - FIRST SESSION

BY**Offered:****Referred:****Sponsor(s): REPRESENTATIVE WILSON****A BILL****FOR AN ACT ENTITLED**1 **"An Act creating the Fort Rousseau Causeway State Historical Park."**2 **BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF ALASKA:**3 *** Section 1.** The uncodified law of the State of Alaska is amended by adding a new section
4 to read:5 **LEGISLATIVE FINDINGS.** The legislature finds that6 (1) state parks promote and support public use of natural, scenic, and cultural
7 resources through the protection and management of those resources; and8 (2) the establishment of the Fort Rousseau Causeway State Historical Park as
9 a state park with consistent protection and regulation is in the best interest of the people of the
10 state.11 *** Sec. 2.** AS 41.21 is amended by adding new sections to article 2 to read:12 **Sec. 41.21.190. Purpose of AS 41.21.190 - 41.21.194.** The purpose of
13 AS 41.21.190 - 41.21.194 is to establish, subject to valid existing rights, the state-
14 owned or acquired land and water described in AS 41.21.191 as the Fort Rousseau
15 Causeway State Historical Park. The primary purposes of establishing the land and

1 water areas described in AS 41.21.191 as the Fort Rousseau Causeway State Historical
 2 Park are to promote, support, and preserve public use by maintaining and protecting
 3 the area's fish and wildlife habitat, cultural resources, and scenic values.

4 **Sec. 41.21.191. Fort Rousseau Causeway State Historical Park established.**

5 The upland, shoreland, tideland, and water overlying the land owned or acquired by
 6 the state within the following described parcels are established as the Fort Rousseau
 7 Causeway State Historical Park:

8 Township 56 South, Range 63 East, Copper River Meridian described as:

9 The following lots located within United States Survey 3926:

10 Section 2: That portion of Lot 86 within Section 2

11 That portion of Lot 86A within Section 2

12 That portion of Lot 90 within Section 2

13 Lot 91

14 Lot 92

15 Section 3: E1/2SE1/4NW1/4NE1/4NW1/4

16 E1/2NE1/4SW1/4NE1/4NW1/4

17 NW1/4SE1/4NE1/4NW1/4

18 SW1/4NE1/4NE1/4NW1/4

19 Lot 74

20 Lot 75

21 Lot 75A

22 Lot 76

23 That portion of Lot 77 within Section 3

24 Lot 78

25 Lot 78A

26 Lot 79

27 Lot 80

28 Lot 80A

29 Lot 81

30 Lot 81A

31 Lot 82

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- Lot 82A
- That portion of Lot 83 within Section 3
- Lot 84
- Lot 84A
- Lot 85
- Lot 85A
- That portion of Lot 86 within Section 3
- That portion of Lot 86A within Section 3
- Lot 87
- Lot 88
- Lot 89
- That portion of Lot 90 within Section 3
- Section 4: That portion of Lot 77 within Section 4
- That portion of Lot 83 within Section 4

Sec. 41.21.192. Designation of management responsibility. The state-owned land and water described in AS 41.21.191 is assigned to the department for control, maintenance, and development consistent with the purposes and provisions of AS 41.21.190 - 41.21.194.

Sec. 41.21.193. Incompatible uses. The commissioner may designate by regulation incompatible uses within the land and water of the Fort Rousseau Causeway State Historical Park.

Sec. 41.21.194. Additions to park. Land and water outside of the boundaries established under AS 41.21.191 may be added to the Fort Rousseau Causeway State Historical Park only by an act of the legislature.

Alaska State Legislature

Representative Peggy Wilson
House District 2
Putting Alaska's Families First

MEMORANDUM

DATE: March 29, 2007

TO: Representative Carl Gatto, Co-Chair
Representative Craig Johnson, Co-Chair
House Labor and Commerce Committee

FROM: Representative Peggy Wilson, Chair (PL)
House Health Education and Social Services Committee

SUBJ: House Bill 176 – Request for Hearing

HB 176 is an act creating the Fort Rousseau Causeway State Historical Park.

I am requesting a hearing for House Bill 176 at your earliest convenience. This is an act creating the Fort Rousseau Causeway State Historical Park. Attached you will find a copy of HB 176, fiscal note, sponsor statement, and a sectional analysis. I have also provided a brief development plan summary as provided by the Sitka Trail Works, Inc. I will provide additional backup when it becomes available.

Please let Cliff Stone of my staff know if there is anything else we can provide. Thank you for your consideration.

Alaska State Legislature

Representative Peggy Wilson

House District 2

Putting Alaska's Families First

SPONSOR STATEMENT

House Bill 176

"An Act creating the Fort Rousseau Causeway State Historical Park."

In the build up for WWII, the Department of the Army constructed fortifications at several locations encircling Sitka Sound. An 8,000 foot rock and gravel road was built connecting several small islands west of the then Navy's Sea Plane and Operating Base in Sitka. This causeway terminated at the Army's command headquarters named Fort Rousseau on Makhnati Island.

Some of the original concrete structures built by the military are still in fair condition. They include a tri-level command post, anti aircraft gun batteries, three ammo magazines and two bunkers. Construction of the Sitka Airport in the late 1960's, eliminated pedestrian and vehicle access. The Causeway lands, most of which belong to the State of Alaska, remained under management by the Alaska Department of Transportation and Public Facilities as part of the Sitka Airport. This management is being transferred back to the Alaska Department of Natural Resources and would be ultimately managed by the Division of Parks and Outdoor Recreation similarly to Sitka's other two small, urban historic state park units – Old Sitka and Castle Hill.

The proposed Fort Rousseau Causeway State Historical Park is a small, 58 acre upland area with a sliver of tidelands large enough for the footprint of a dock. It is consistent with the purpose behind the establishment of parks. In part, it promotes growth and development and provides opportunities and enjoyment for our citizens and visitors alike.

In FY 2006, an Alaska Trails Initiative grant was awarded to the Sitka Trail Works for Phase 1 of the WWII Causeway development. This included cleanup under the supervision of the State Historic Preservation Office. Phase 1 will continue with site assessment and survey work.

History is a bridge to the past. The Causeway has been added to the National Register of Historic Places and designated a historical landmark by the National Parks Service. Preservation of the unique historical features of the Fort Rousseau area will remind all visitors about Alaska's role in WWII and allow for a glimpse into the life of the soldiers who stood ready to defend their country.

March 5, 2007

25-LS0181\C

Alaska State Legislature

Representative Peggy Wilson

House District 2

Putting Alaska's Families First

SECTIONAL ANALYSIS

House Bill 176

“An Act creating the Fort Rousseau Causeway State Historical Park.”

HB 176 amends Title 41.21 under Parks and Recreational Facilities. This legislation establishes the above named park and corresponding language for management and uses within its boundaries.

Section 1. Amends uncodified law by adding legislative findings citing the general purpose of state parks and establishing that the Fort Rousseau Causeway State Historical Park is in the best interest of the state.

Section 2. Amends AS 41.21 by adding new sections to article 2.

Sec. 41.21.190 establishes the purpose of AS 41.21.190 – AS 41.21.194.

Sec. 41.21.191 establishes the boundaries of the Fort Rousseau Causeway State Historical Park by describing the exact land and water parcels by referring to normal cadastral survey information.

Sec. 41.21.192 assigns the control, maintenance, and development to the Department of Natural Resources (DNR).

Sec. 41.21.193 allows the DNR commissioner to designate incompatible uses within the park.

Sec. 41.21.194 clarifies that any land and water outside of the boundaries as established may only be added by an act of the legislature.

March 5, 2007

25-LS0181\C

FISCAL NOTE

STATE OF ALASKA
2007 LEGISLATIVE SESSION

Fiscal Note Number: HB176-DNR-Parks-03-27-07
 Bill Version: HB176
 () Publish Date: _____

Revision Date/Time (Note if correction): _____ Dept. Affected: Natural Resources
 Title Creating Fort Rousseau Causeway State RDU Parks & Recreation Mgt
Historical Park Component Parks Management
 Sponsor Rep. Wilson
 Requester H RES Component No. 452

Expenditures/Revenues (Thousands of Dollars)

Note: Amounts do not include inflation unless otherwise noted below.

OPERATING EXPENDITURES	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013
Personal Services	13.5	13.5	13.5	13.5	13.5	13.5
Travel						
Contractual	2.0	2.0	2.0	2.0	2.0	2.0
Supplies	1.0	1.0	1.0	1.0	1.0	1.0
Equipment	0.3	0.3	0.3	0.3	0.3	0.3
Land & Structures						
Grants & Claims						
Miscellaneous						
TOTAL OPERATING	16.8	16.8	16.8	16.8	16.8	16.8

CAPITAL EXPENDITURES						
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CHANGE IN REVENUES ()						
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FUND SOURCE (Thousands of Dollars)

1002 Federal Receipts						
1003 GF Match						
1004 GF	16.8	16.8	16.8	16.8	16.8	16.8
1005 GF/Program Receipts						
1037 GF/Mental Health						
Other (Specify Type--Do not abbreviate)						
TOTAL	16.8	16.8	16.8	16.8	16.8	16.8

Estimate of any current year (FY2007) cost: 0.0

Mark this box (X) if funding for this bill is included in the Governor's FY 2008 budget proposal:

POSITIONS

Full-time						
Part-time						
Temporary						

ANALYSIS: (Attach a separate page if necessary)

Costs associated with managing the Fort Rousseau Causeway State Historical Park in its initial development of trails and picnic sites includes some Park Ranger presence and maintenance crew; supplies for brochures, trail maintenance, equipment maintenance and fuel; and boat charter costs associated with accessing the site.

Discussion is underway to develop a contractual plan for the area with the intention to generate revenue.

Prepared by: Chris Degernes, Acting Director Phone 269-8702
 Division State Parks Date/Time 3/27/2007
 Approved by: Tom Irwin, Commissioner Date 3/27/2007
 Agency Natural Resources

Sitka Fort Rousseau Historical State Park (World War II Causeway) Development Plan Summary

Provided by Sitka Trail Works, Inc.
Executive Director, Deborah Lyons

Project Development Goals

- I. Restore local recreational opportunities.
- II. Preserve and interpret state and national history
- III. Provide a quality visitor experience, compatible with community values
- IV. Honor and accommodate Sitka Tribe of Alaska concerns:
 - a. Minimal interference with subsistence harvest of kelp and seaweed
 - b. No disturbance of burial sites
 - c. Acknowledge the role of Alaska natives in WW II

Objectives

- I. Make the area clean, safe and accessible so that it can be enjoyed in its present state.
- II. Perform the necessary environmental, cultural and historic surveys and site mapping to document current conditions.
- III. Produce a site plan and an interpretation plan to guide the capital investment and development of the area.
- IV. Secure the capital investments needed to install the dock, install interpretative signage, complete historic building restoration, construct visitor center/administration building, and repair portions of the causeway road.

Project Narrative

Sitka Trail Works, members of the community, and the Sitka State Parks Advisory Board, are collaborating to restore the abandoned Fort Rousseau site for public recreation and cultural interpretation. The site is located on Alaska State lands with a few small in-holdings under the jurisdiction of the BLM. (See the attached project description from the 2003 Trail Plan). Sitka Trail Works has a full time Executive Director, office staff, a nine member, all-volunteer Board of Directors and over 300 active supporting member households. The organization is guided by the 2003 Sitka Trail Plan and the Memorandum of Understanding with the State of Alaska and City and Borough of Sitka. Extensive successful fundraising has already occurred and preliminary clean up and planning for the area is underway.

Once the area is restored and developed locals and visitors would be able to access historic Fort Rousseau by boat, via a dock in Whiting Harbor, and could walk 5,000 ft of the original 8,000 ft Causeway. Guided tours would be offered and visitors would be able to view the ammo magazines, gun emplacements and enter the old command post, while learning about Alaska's role in the Second World War. One single wooden structure, the old fuse house, is a candidate for reconstruction and could become part of the interpreted features. The area is level, vegetated with alders, spruce and wildflowers. It is exceptionally scenic affording fantastic views of the town of Sitka and Sitka Sound. Revenues from the tours would support maintenance of the area.

Sitka Trail Works has received an Alaska Trails Initiative Grant (ATI) of \$140,000 and will be receiving Federal Transportation funds (approximately \$340,000) in FY 09 and FY 10 to be applied to the project. Total cost to develop the area is expected to be over \$1 million dollars and to take four to five years.

Placement of a dock and interpretive signage by FY 09 would allow the area to begin returning revenue from cruise ship tourists being lightered to Whiting Harbor. Ultimately, restrooms, a small interpretation center and an apartment for the on site personnel could be constructed. It would be most economical to combine these functions in a single simple building, most likely on Sasedni Island. Final recommendations for interpretation and site design will be finalized in Phase One planning documents currently being developed by AK DPOR staff. It may be possible to repair the Causeway and allow a vehicle to be driven to the interpretation center, but special arrangements would need to be made with the FAA to allow traffic through the airport. Preliminary discussions suggest this could be allowed if limited to pre-screened official or approved personnel. Even limited access by a vehicle would allow for less expensive maintenance and upkeep.

In FY 07 ATI grant funds were used to clear brush from the old causeway road, to clean up garbage and debris and correct some unsafe conditions around the old structures. All work was accomplished under the supervision of the State Historic Preservation Office, and with the permission of the landowners. This work accomplished a primary objective: making the area clean and safe so that it can be enjoyed in its present state.

The project is now in Phase One survey and assessment. Sitka Trail Works has transferred \$60,000 in grant funds via Reimbursable Services Agreement (RSA) to the AKDNR DPOR and the SHPO for site mapping, site interpretation and cultural resources work. STW also engaged Carson Dorn Engineering to do a Phase I site assessment for hazardous materials (\$14,000). STW has applied for additional Phase One funding of \$130,000 to finish the cultural resources survey and the site and interpretation plans. Further clean up within the buildings is needed and continuing brushing and maintenance. These services will be provided by STW in FY '08 from the ATI grant funds.

When the State personnel have completed their work, and produced a site plan and an interpretation plan STW will use those documents to raise further funds, possibly from private foundations and Federal Historic grant programs. In the meantime, STW is exploring use of cruise ship head tax dollars for construction of the proposed dock in Whiting Harbor and has submitted a Congressional appropriations request for funds to repair a portion of the Causeway. ATI funds for construction of the dock or other capital improvements have also been applied for, but may not be available until FY 09. An FY '08 \$100,000 State Legislative Capital match has also been applied for.

The goal is to improve the area so that local can picnic and camp there and tours can be offered to visitors. Conservative preliminary projections suggest that \$80,000 in revenue from commercial user tour fees could be paid to the State annually. This source of income would allow the State (and/or a contract vendor) to pay for the cost of operations and maintenance.

Historical Background

In the 1940's the Department of the Army constructed fortifications at several locations encircling Sitka Sound, all designed to protect the Sitka Naval Air Station from attack by the Japanese. An 8,000 ft. rock and gravel road was built connecting seven islands west of the Sitka Naval Operating Base. The causeway road joined historic Fort Ray on Charcoal Island with Army command headquarters named Fort Rousseau, on Makhnati Island. Three concrete ammo magazines, wooden troop support structures and gun emplacements were built out along the island chain. In 1945 the post was de-commissioned but still remained accessible to residents and staff at the BIA hospital on Japonski Island. Access to the Causeway and the historic ruins was severely limited when the Sitka airport was built. Over time, no vehicle traffic was allowed to cross the airport runway, and the only way to access the causeway was to go by skiff to Whiting Harbor. The area deteriorated; unmaintained, subject to vandalism, and illegal camping.

Repeated unsuccessful attempts were made by private citizens, the City and Borough of Sitka, the Historical Society and the National Park Service to place the Causeway under management for recreation and historic preservation. Lack of funding, clear management authority and even a lack of appreciation for the unique historic significance of the area contributed to failure of these attempts. Fortunately, the

Causeway was added to the National Register and designated part of the Sitka Naval Operating Base and US Army Coastal Defenses National Historic Landmark by the National Parks Service.

The land, most of which belongs to the State of Alaska, remained under rather passive management by the FAA as part of the Sitka Airport. Today the FAA is in the process of transferring these lands (unnecessary for airport management) back to the State. Portions of the Causeway constructed over submerged lands were recently discovered to belong to the BLM. BLM is developing Recreation and Public Purpose status for these small lots under their jurisdiction.

The World War II Causeway project was included in the 2003 Sitka Trail Plan. This cooperative planning document was signed by all the local land managers and is coordinated and implemented by the non profit Sitka Trail Works. The plan lists major recreational infrastructure objectives for the community for the next twelve years. The World War II Causeway project, on page 46, envisions development of the entire causeway area for recreation and hiking. Access is to be restored via a dock in Whiting Harbor (or in conjunction with the planned airport runway expansion). Management authority is to be placed with AK DNR DPOR. (See attachment).

When the 2003 Sitka Trail Plan was adopted Sitka Trail Works went to work building needed partnerships and finding the necessary funds to renovate the old Causeway. With the support of the City and Borough Assembly, Sitka State Parks Citizen's Advisory Board, Sitka Historical Society and many others, Sitka Trail Works successfully secured funding for the project from several sources. See the outline of funding raised to date, expenditures to date, future funds and future anticipated expenses. STW plans to continue in their fundraising efforts and their goal is to assist with raising the necessary capital funding to develop the area for recreation and tourism.

Project Development and Capital Funding Plan

Funds committed to date: (In hand)

1. \$144,000 FY 2006 Alaska Trails Initiative (ATI) grant to Sitka Trail Works, Phase I WW II Causeway
2. \$340,000 FY 2009-10 Federal Transportation Bill appropriation for the WWII Causeway

Funds currently applied for: (Probable)

3. \$130,000 FY 2007 Alaska Trails Initiative (ATI) Additional Phase I funding
4. \$100,000 FY 08 AK State Legislative Capital Matching grant

Future funding: (Probable with continued work by Sitka Trail Works))

5. \$152,000 FY 2007 ATI Phase II – Interpretation signage and building restoration
6. \$500,000 FY 2008 Cruise ship tax revenue-Whiting Harbor dock
7. \$250,000 FY 09 AK Legislature Capital Grant Visitor Center and building restoration
8. \$250,000 FY 09-10 Rasmuson Foundation for Visitor Center
9. \$200,000 FY 2010 Federal Transportation Bill for Causeway repair
10. \$300,000 FY 09 FUDS-EPA-Private Foundation- Clean-up/containment of fuel areas

Allocation of funds

1. \$144,000 \$70,000 to Sitka Trail Works – Causeway has been cleared of brush, garbage removed. Safety problems are being resolved. Initial Environmental assessments completed by contract with Carson Lorn. World War II consulting services and Sitka Tribe of Alaska consulting fees paid.

\$10,000 via RSA (Reimbursable Services Agreement) to AK DPOR for site plan and interpretation
 \$50,000 via RSA to the State Historic Preservation Office - \$25,000 for site mapping by DNR DPOR and \$25,000 to begin cultural resources survey and inventory.

- 3. \$130,000
 \$30,000 via RSA to complete site and interpretation plans
 \$50,000 via RSA to SHPO to complete cultural and historic resources inventory and survey.
 \$20,000 Sitka Trail Works FY 07 brushing, clean up and project development
 \$30,000 Hazmat clean up (batteries, fuel contamination, asbestos)
- 4. \$100,000
 Apply \$100,000 State Capital match for SAFE-TEA-LU funds and ant needed capital projects
- 5. \$152,000
 STW- Site Interpretation signage and features
- 2. \$340,000
 Apply SAFE-TEA-LU appropriation to capital costs of site interpretation and building restoration

World War II Causeway – Fort Rousseau Historical State Park Development Timeline				
	FY 06	FY 07	FY 08	FY 09
				First year of tours
Expense projections				
Site maintenance – Clean up and brushing. Project development.	STW – ATI grant funded \$70,000	STW- ATI grant funded. \$20,000	STW – ATI grant funded. \$20,000	AK DPOR or Vendor Contract \$54,670 (see projections)
Outside investments to project – Funds raised by Sitka Trail Works				
AKDPOR Site and Interpretation planning	\$10,000 ATI RSA	\$30,000 ATI RSA		
SHPO	\$50,000 ATI RSA	\$50,000 ATI RSA		
Install dock			\$500.00 Cruise ship tax	
Tour Revenues				\$67,200 (See projections)
Install Interpretation signage, etc.			\$152,000 ATI	
Construct visitor Center				Multiple grant sources

Fort Rousseau Historical State Park - World War II Causeway

Tour Income projections

Capacity	Visitors	Ticket	Revenue
100%	4480	\$ 20	<u>\$ 89,600</u>
75%	3360	\$ 20	<u>\$ 67,200</u>
50%	2240	\$ 20	<u>\$ 44,800</u>

If the WWII Causeway tours are advertised on the Cruise ships, sales of tours can be expected to be equal to or greater than a similar tour business, Bike and Hike.

Bike & Hike tours average 3,500 per year. If the cruise ships advertise the tours they will also add a commission charge to the tour.

The visitor may pay \$50-\$70 for the tour with \$20-\$40 going to the cruise line, \$10/head for vessel transportation and \$20 to AKDPOR.

Income projections could increase significantly if AM and PM tours are offered or higher fees were charged.

Sample Vendor Operated Expense Projections.					
Assuming the area is developed and tours can be offered					
FY 2009 at the earliest					
Salaries and wages					
	Supervisor	8400	\$ 8,400.00	14 wk 40 hrs @ 15/H	
	Tour guides (3)	7280	0	14 wk 40 hrs @ 13/H	
			\$21,840.00		
	Interp Center	6160	\$ 6,160.00	14 wk 40 hrs @ 11/H	
			\$36,400.00		
Payroll taxes (15%)			\$ 5,460.00		
Veh Fuel			\$ 980.00		70 wk 1 fill up x 14 wks
Boat Fuel			\$ 1,960.00		140 wk
			0		
Veh. Maintenance			\$ 700.00		\$50/wk
			0		
Interp materials			\$ 3,500.00		
Advertising			\$ 500.00		
Safety equipment			\$ 250.00		
Maintenance supplies			\$ 2,100.00		\$150 wk
Occupancy expense			\$ 1,000.00		fuel, electricity, water
	Total		\$52,850.00		

Cultural Interest Trails

World War II Causeway

World War II Causeway	
Total Length	1 mile
Difficulty Level	Easy, ADA accessible
Trail Surface	Varies
Associated facilities	Interpretive signs, Whiting Harbor float & reconstructed WWII emplacements

be available year-round to residents and would provide an historical excursion for visitors. The Sitka Americans with Disabilities Act Committee has placed a high priority on completing this project.

Planning and Design

Planning would include the completion of a cultural resource survey and completion of the necessary permits. Negotiations with the landowner, the Alaska Dept. of Natural Resources, would also be needed. A topographic survey, design of the float, trails, and interpretive materials would follow.

Lead Agency and Project Participants

Lead agency: Sitka Trail Works, Inc.
 Project participants: Alaska Department of Transportation & Public Facilities, City & Borough of Sitka, Sitka Historic Preservation Society, commercial users, State Historic Preservation Officer.

Project Description

The Sitka World War II causeway has the potential to be the best and most informative World War II historic walk in Southeast Alaska. Users of this trail would be able to explore fascinating underground ammunition bunkers or stand on a gun platform and look out to the open ocean. The Causeway Trail has commercial potential as a destination for independent visitors and cruise ship passengers.

A floating dock facility at Whiting Harbor is proposed and the causeway would be developed to wheelchair accessible standards. The causeway riprap would be repaired where needed. A survey of World War II artifacts would be prepared to guide the development of the trail and its interpretation. Tours could be offered during the summer.

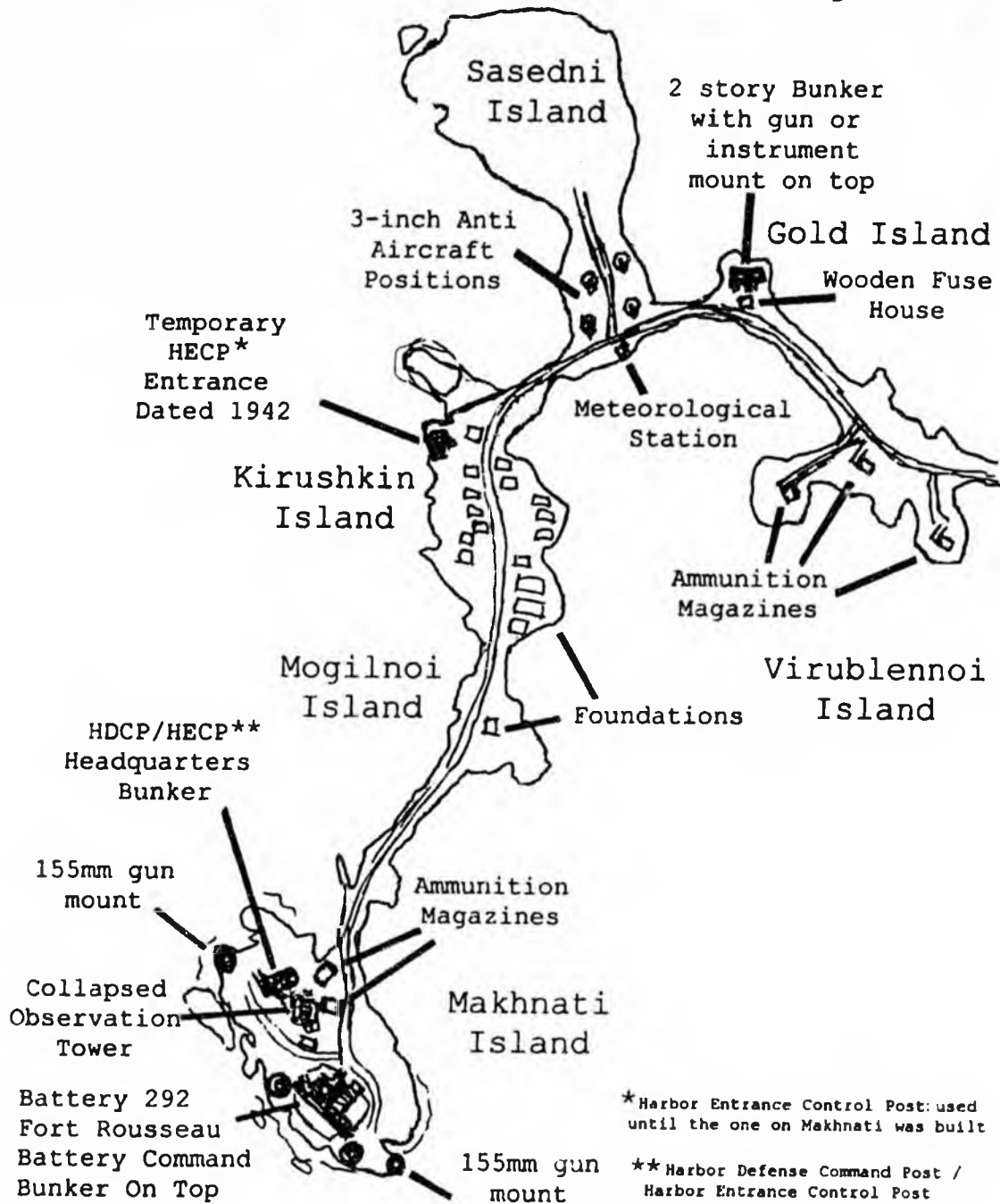
Public Needs Met

This trail would be a monument to one of the significant periods in Sitka's history. It would

World War II Causeway			
Items	Quantity	Cost/Unit	Total (x 1,000)
Trail Construction	1 mile		\$135.0
Signs, Information & literature			\$40.0
Whiting Harbor Float			\$300.0
Causeway Riprap Repair			\$200.0
Historical Restoration & Improvements			\$150.0
Vault Toilet			\$75.0
Contingency			\$100.0
Planning, Design & Administration			\$150.0
Total Projected Cost			\$1,150.0

Sitka Causeway WWII Remains Today

Map By
Matthew Hunter
May 2000





Sitka Historical Society

Isabel Miller Museum

330 Harbor Drive Sitka, Alaska 99835

Voice: 907 747 6455 Fax: 907 747 6588

Sitka's history lives on at one of the nation's premier small museums

Karen L. Metzner
Administrator

Sharyn Ferrick
Marketing Manager

27 April 2004

Representative Don Young
2111 Rayburn HOB
Washington, DC 20515

Dear Representative Don Young,

Re: Letter in Support of Sitka Trail Works

Sitka Trail Works addresses a community need that spreads across the spectrum of Sitka's residents. Sitka's trails are an essential part of Sitka's community and have historical significance.

References can be found in early writings after the Alaska purchase, to the Indian River Trail, trails up Mt. Venetova, Gavin Hill and Harbor Mountain.

Just prior to WWII, when the U.S. government was realizing that war in the Pacific was a possibility, preparations for a possible war with Japan came to Sitka: in 1937, a Navy seaplane base was established on Sitka's Japonski Island, and by 1939, it was a Naval Air Station; Fort Ray was established on nearby Charcoal and Alice Islands in 1941, and a top secret radar installation was built on Harbor Mountain. The trails across Gavin Hill and up Harbor Mountain became an important part of the harbor defense system established here.

As part of the enormous military preparations in Alaska, the trails established behind Sitka and on Japonski Island serve as a visual reminder of a historic time when the United States prepared for a foreign invasion.

The Sitka Historical Society and the Isabel Miller Museum heartily endorse the efforts of Sitka Trail Works in preserving, maintaining and promoting our natural history and historic past.

Sincerely,

Karen Metzner
Administrator

cc: Senator Ted Stevens, Senator Lisa Murkowski and Sitka Trail Works

RESOLUTION No. 2005-28

A RESOLUTION OF THE CITY AND BOROUGH OF SITKA SUPPORTING DESIGNATION OF THE WORLD WAR II CAUSEWAY MARINE PARK BY THE ALASKA LEGISLATURE

WHEREAS, the community of Sitka deeply values the preservation and interpretation of historical sites within the City and Borough in order to further the education and understanding of citizens and visitors of the events that have shaped our local, state and national heritage; and

WHEREAS, the WW II Causeway project involves the design and construction of an ADA accessible walkway that will link refurbished and interpreted features of the military ruins, including gun emplacements, bunkers and an infirmary along a one mile roadbed built by the Army in the 1940's; and

WHEREAS, the Causeway is a contributing property of the Sitka Naval Operating Base and US Army Coastal Defenses National Historic Landmark and Darrell Lewis, the USDI NPS National Historic Landmark historian stated in a letter dated July 19, 2005 that, "Rehabilitation and interpretation of this property would compliment and enhance other preservation efforts... in the landmark."; and

WHEREAS, the World War II Causeway project is listed on page 46 of the 2003 Sitka Trail Plan and the City and Borough of Sitka are partners to the plan and have contributed time and resources to the development of the beneficial projects found there in; and

WHEREAS, the Sitka State Parks Citizens Advisory Board has recommended creation of the World War II Causeway Marine Park in order to clarify management authority and to allow for Federal Transportation funds to be utilized for the project; and

WHEREAS, Sitka Trail Works has applied for and will be receiving an Alaska Trails Initiative Program grant of \$133,000 for Phase I development of the site and a clear and proper designation of the Marine Park property will facilitate the orderly development of the project among the State agencies involved; and

WHEREAS, the project is designed to generate revenues through user fees and will complement and support the other historic State Parks in Sitka at Castle Hill and Old Sitka; and

WHEREAS, amendment of AS 41.21 will describe the property and formally include this valuable project within the Alaska State Park system providing for management of the site for the public benefit in perpetuity;

THEREFORE, BE IT RESOLVED, that the Assembly of the City and Borough of Sitka, Alaska by this resolution affirms and supports the designation of the World War II Causeway property as a State Marine Park by an act of the legislature of the Great State of Alaska.

PASSED, APPROVED, AND ADOPTED by the assembly of the City and Borough of Sitka, Alaska on this 25th day of October 2005.


Marko Dapceвич, Mayor

ATTEST:

Colleen Pellet, CMC, Municipal Clerk

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The 25th Alaska State Legislature, 1st Session



Sponsor Statement: House Bill 176

Create Fort Rousseau Causeway Park

Sponsored by Rep. Peggy Wilson

"An Act creating the Fort Rousseau Causeway State Historical Park."

Posted: March 5, 2007 : v1 - 25-LS01811C
 Status: (H) RES : 2007-03-05
 Next Hearing: (H) RES : 2007-04-04 1:00 pm, Room 124
 Contact: Cliff Stone, 465-3824, Chief of Staff

In the build up for WWII, the Department of the Army constructed fortifications at several locations encircling Sitka Sound. An 8,000 foot rock and gravel road was built connecting several small islands west of the then Navy's Sea Plane and Operating Base in Sitka. This causeway terminated at the Army's command headquarters named Fort Rousseau on Makhinati Island.

Some of the original concrete structures built by the military are still in fair condition. They include a tri-level command post, anti aircraft gun batteries, three ammo magazines and two bunkers. Construction of the Sitka Airport in the late 1960's, eliminated pedestrian and vehicle access. The Causeway lands, most of which belong to the State of Alaska, remained under management by the Alaska Department of Transportation and Public Facilities as part of the Sitka Airport. This management is being transferred back to the Alaska Department of Natural Resources and would be ultimately managed by the Division of Parks and Outdoor Recreation similarly to Sitka's other two small, urban historic state park units - Old Sitka and Castle Hill.



Rep. Peggy Wilson (R-2)
 Chair, (H) HES Com.

The proposed Fort Rousseau Causeway State Historical Park is a small, 58 acre upland area with a sliver of tidelands large enough for the footprint of a dock. It is consistent with the purpose behind the establishment of parks. In part, it promotes growth and development and provides opportunities and enjoyment for our citizens and visitors alike.

In FY 2006, an Alaska Trails Initiative grant was awarded to the Sitka Trail Works for Phase 1 of the WWII Causeway development. This included cleanup under the supervision of the State Historic Preservation Office. Phase 1 will continue with site assessment and survey work.

History is a bridge to the National

Register of Historic Places and designated a historical landmark by the National Parks Service. Preservation of the unique historical features of the Fort Rousseau area will remind all visitors about Alaska's role in WWII and allow for a glimpse into the life of the soldiers who stood ready to defend their country.



Ft. Rousseau WWII Ammo Magazine



Ft. Rousseau WWII era cannon

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Rep. Peggy Wilson

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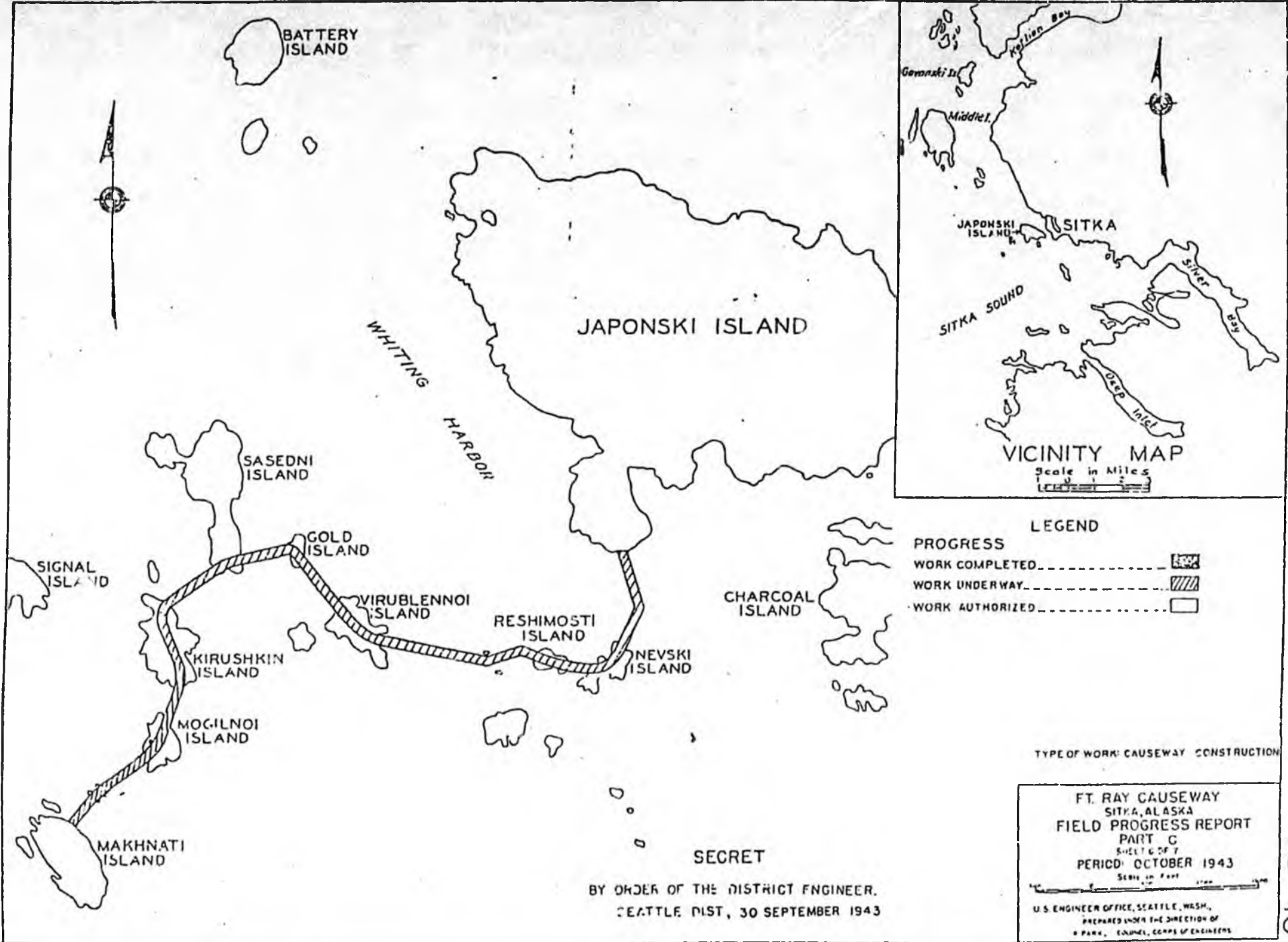
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PROGRESS	-----	[Hatched Box]
WORK COMPLETED	-----	[Solid Box]
WORK UNDERWAY	-----	[Hatched Box]
WORK AUTHORIZED	-----	[Empty Box]

TYPE OF WORK CAUSEWAY CONSTRUCTION

**FT. RAY CAUSEWAY
SITKA, ALASKA
FIELD PROGRESS REPORT
PART C
SHEET 6 OF 7
PERIOD: OCTOBER 1943
Scale in Feet**

U.S. ENGINEER OFFICE, SEATTLE, WASH.,
PREPARED UNDER THE DIRECTION OF
A. PARK, COLONEL, CORPS OF ENGINEERS

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BY ORDER OF THE DISTRICT ENGINEER.
SEATTLE DIST, 30 SEPTEMBER 1943

SECRET

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United States Department of the Interior

NATIONAL PARK SERVICE
240 W. 5th Ave., Room 114
Anchorage, Alaska 99501

IN REPLY REFER TO:
H34 (AKP.O-RCR)

APR 4 2007

Representative Craig Johnson, Co-Chair
House Resources Committee
State Capitol
Juneau, Alaska 99801

Dear Representative Johnson:

This letter is in support of HB 176, a bill to designate the Fort Rousseau Causeway a State Historical Park. As you know, the Fort Rousseau Causeway in Sitka is part of the Sitka Naval Operating Base and U.S. Army Coastal Defenses National Historic Landmark (NHL), created in 1984 to commemorate Alaska's role in World War II. Per the Historic Sites Act of 1935 the National Park Service administers the National Historic Landmarks program for the Secretary of the Interior. In this role the National Park Service provides guidance and technical assistance to NHL owners and interested parties.

Since its designation the Causeway portion of the NHL has suffered from neglect and vandalism. Cut off from Japonski Island, the road system and the rest of the NHL by the Rocky Gutierrez Airport, the Causeway has not received the interest that the Sitka Naval Operating Base portion of the NHL has seen. In 2004, Sitka Trail Works (STW) contacted our office regarding their plans to develop a trail system and interpretive plan for the World War II buildings on the Causeway. The National Park Service believes that the best preservation of an historic site occurs when the site is used and appreciated, and we have been working in support of STW since being contacted.

Designating the Fort Rousseau Causeway a State Historical Park would lend further recognition to Alaska's vital role in World War II and encourage preservation efforts currently underway. We support this designation and encourage passage of HB 176.

If you have any questions or concerns regarding these comments please contact Darrell Lewis, Historian, at (907) 644-3470.

Sincerely,

Marcia Blaszak
Regional Director

cc:
Representative Peggy Wilson, State of Alaska
Judith Bittner, Alaska State Historic Preservation Officer
Deborah Lyons, Executive Director, Sitka Trail Works